



NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
NEW YORK - WASHINGTON



SUPPLEMENTAL BULLETIN ORDER No. NYW1-25-b (NYP, PH Lines)
Effective 12:01 AM, Saturday, February 14, 2026

New York - Washington Bulletin Order(s) in effect: NYW1-25SUM, -25-a, -25-b

- The italicized font explains what the changes are (*New, Modified, or Deleted*)
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

I. Main Line: New York to Philadelphia (NYP)

A. Station Page

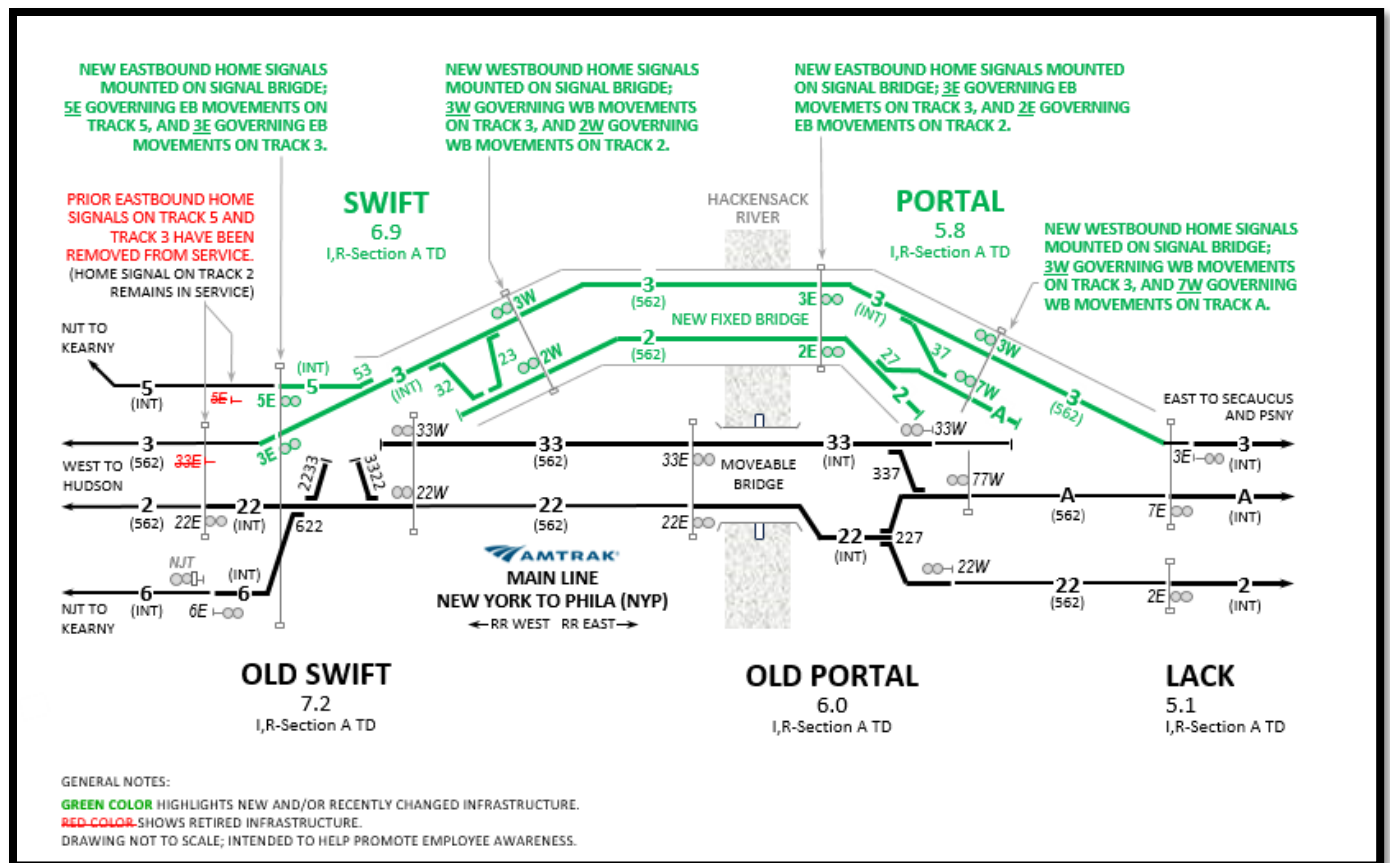
02/14/26

In Bulletin Order No. NYW1-25SUM, V. H. is replaced in its entirety. The Station Page is modified.

New Interlockings Portal & Swift are added.

STATIONS		MP	INT	PS	NOTES
ERIE	R-Section A TD	4.7	X	...	15
SECAUCUS		5.0	...	X	...
LACK	R-Section A TD	5.1	X	...	15
PORTAL	R-Section A TD	5.8	X	...	15
OLD PORTAL	R-Section A TD (Moveable Bridge)	6.0	X	...	15
SWIFT	R-Section A TD	6.9	X	...	15
OLD SWIFT	R-Section A TD	7.2	X	...	15
HUDSON	R-Section B TD (Hudson Line NJT; Running Trks 5-7-8)	8.3 ^A 7.2 ^B	X	...	5,15,17

(Track Diagram is for reference use only & subject to change)



B. PC: Tracks Out of Service (Lack and Erie)

02/14/26

In conjunction with the installation of the Portal North Bridge, the following PC Change is in effect.

No. 3 Track is out of service between Lack and a barricade erected 150 feet east of the 3W signal at Lack.

C. PC: Between Lack and Hudson Interlocking

Dates Below

In Bulletin Order No. NYW1-25SUM. V. G. is replaced in its entirety.

In conjunction with the installation of the Portal North Bridge, the following PC Changes are in effect.

1. Track Changes Between Lack and Swift MP 6.9

02/14/26

- 11,705 Feet of new track, designated as No. 3 Track, has been constructed between Lack and the western limits of Swift.
- 7,762 Feet of new track, designated as No. 2 Track, has been constructed between the eastern limits of Portal and the western limits of Swift.
- 960 Feet of new track, designated as A Track, has been constructed from the clearance point of the No. 27 Switch in Portal to a barricade erected 190 Feet east of the No. 7W Signal at Portal.
- Old No. 2 Track between Lack and the western limits of Old Swift is now designated as the No. 22 Track.
- Old No. 3 Track between Lack and the western limits of Old Swift is now designated as the No. 33 Track.

2. Portal Interlocking MP 5.8

02/14/26

A new Portal Interlocking has been constructed at MP 5.8

a) Portal Signals

- A new westbound home signal, No. 3W, has been erected 2,344 Feet west of Lack, for westbound moves from No. 3 Track to No. 3 Track.
- No. 3W Signal is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited

- Rule 285- Approach
- Rule 290- Restricting
- Rule 292- Stop Signal
- A new westbound home signal, No. 7W has been erected 1,101 Feet west of Lack, for westbound moves from A Track to No. 2 or No. 3 Track.
 - No. 7W Signal is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 3E, has been erected 4,208 Feet east of Swift, for eastbound moves from No. 3 Track to No. 3 or A track.
 - No. 3E Signal is a color position light signal mounted on a signal mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 287- Slow Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal

b) Portal Switches

- A new crossover, No. 37 Switch, is installed for moves between No. 3 Track and A Track. The eastbound facing points of this new switch are 558 Feet east of the eastbound home signal to Portal on No. 3 Track.
- A new turnout, No. 27 Switch, is installed for moves between No. 2 Track and A Track. The eastbound facing points of this new switch are 229 Feet east of the eastbound home signal to Portal on No. 2 Track.

3. Old Portal Interlocking

a) Old Portal Signal Changes

- No. 2E Signal governing eastbound movements on No. 22 Track at Old Portal is now designated as the No. 22E Signal.
- No. 3E Signal governing eastbound movements on No. 33 Track at Old Portal is now designated as the No. 33E Signal.
- No. 3W Signal governing westbound movements on No. 33 Track at Old Portal is now designated as the No. 33W Signal.
- No. 2W Signal governing westbound movements on No. 22 Track at Old Portal is now designated as the No. 22W Signal.

b) Old Portal Switch Changes

- No. 27 Switch at Old Portal is now designated as the No. 227 Switch.
- No. 37 Switch at Old Portal is now designated as the No. 337 Switch.

4. Swift Interlocking MP 6.9

02/14/26

A new Swift Interlocking has been constructed at MP 6.9

a) Swift Signals

- A new westbound home signal, No. 3W, has been erected 4,208 Feet west of Portal, for westbound moves from No. 3 Track to No. 2, 3, or 5 Track.

- No. 3W is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 282a- Advanced Approach
 - Rule 285- Approach
 - Rule 287- Slow Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 3E, has been erected 3,603 Feet east of Hudson, for eastbound moves from No. 3 Track to No. 2 or 3 Track.
 - No. 3E is a color position light signal mounted on a signal mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 5E, has been erected 2,893 Feet east of Kearny Jct, for eastbound moves from No. 5 Track to No. 2 or 3 Track.
 - No. 5E is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 290- Restricting
 - Rule 292- Stop Signal

b) Swift Switches

- A new crossover, No. 23 Switch, is installed for moves between No. 2 Track and 3 Track. The westbound facing points of this new switch are 102 Feet west of the westbound home signal to Swift on No. 3 Track.
- A new crossover, No. 32 Switch, is installed for moves between No. 3 Track and 2 Track. The eastbound facing points of this new switch are 2066 Feet east of the eastbound home signal to Swift on No. 3 Track.
- A new turnout, No. 53 Switch, is installed for moves between No. 3 Track and 5 Track. The westbound facing points of this new switch are 2392 Feet west of the westbound home signal to Swift on No. 3 Track.

5. Old Swift Interlocking

02/14/26

a) Old Swift Signal Changes

- No. 5E and 33E Signals at Old Swift have been permanently removed from service within Old Swift.
- No. 2E signal governing eastbound movements on No. 22 Track at Old Swift is now designated as the No. 22E.
- No. 3E signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33E.
- No. 2W signal governing westbound movements on No. 22 Track at Old Swift is now designated as the No. 22W.
- No. 3W signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33W.

b) Old Swift Switch Changes

- No. 53 Switch at Old Swift has been permanently removed from service.
- No. 23 Switch at Old Swift is now designated as the No. 2233 Switch.
- No. 32 Switch at Old Swift is now designated as the No. 3322 Switch.
- No. 62 Switch at Old Swift is now designated as the No. 622 Switch.

D. 240-N1. Signal Rules and Current of Traffic

02/14/26

In Bulletin Order No. NYW1-25SUM, V. I. is replaced in its entirety. 240-N1 has been modified.

Old Swift & Hudson No. 3 Trk is removed.

Bergen & Hudson is modified to Bergen and Lack.

Lack & Old Swift: No. 22 & 33 tracks have been added.

Note 8 is modified to include cab signal failure.

Locations	Tracks from North to South				
	4	3	2	1	Notes
A & Bergen	...	562	562	...	6
Bergen & Lack	...	562/Int	562/Int	...	7,8
Allied & Old Portal: No. A Trk	562/Int				7,8
Erie & Lack: No. B Trk	562/Int				7,8
Lack & Old Swift: No. 22 & No. 33 Tracks	562/Int				7,8
Lack & Portal	...	562	...	...	7,8
Portal & Swift	...	562	562	...	...
Old Swift & Hudson	...	...	562/Int	...	7,8
Swift & Hudson	...	562	...	...	...
Hudson & Rea	...	562/Int	562/Int	Int	3,7,8

Note 8: Trains experiencing cab signal failure while making reverse movements must be made in accordance with 562 rules.

E. 277-N3. Non-Conforming Aspect: Old Portal to Old Swift

02/14/26

In Bulletin Order No. NYW1-25SUM, V. K. is replaced in its entirety. 277-N3 has been modified.

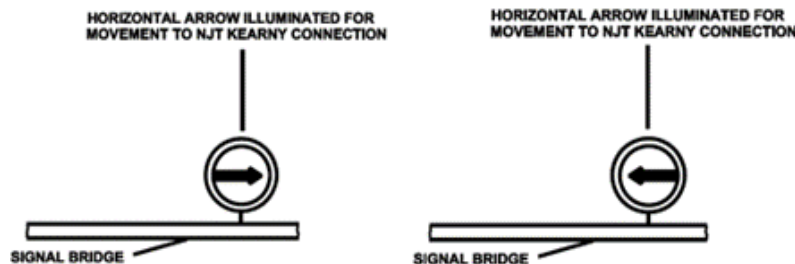
Old Swift has directional arrows in service for diverging moves from No. 22 Trk to No. 6 Trk.

White directional indicator arrows are in service for westward movements on No. 22 tracks at MP 6.3 and home signals at Swift.

1. Old Swift

- When route at Old Swift is lined for diverging movement to NJT Kearny Connection from No. 22 track to No. 6 track, directional indicator arrows will display at both Old Swift and MP 6.3.

Trains receiving route indication not proper for train's destination must stop east of Old Swift Interlocking and contact the Section A Dispatcher for instructions.



II. Main Line: Philadelphia to Harrisburg (PH)

A. PC: Frazer Interlocking MP 23.9

02/14/26

Home Signal on Frazer number 1 Track (1E) governing eastbound movements is being upgraded to a color position signal. Signal will remain in its current position and is capable of displaying the following aspects:

- Rule 281 (Clear)
- Rule 285 (Approach)
- Rule 291 (Stop and Proceed)
- Rule 292 (Stop Signal)

Amtrak System Operating Practices

Confirmation Code: 021426